

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Original): A thrust reverser for a turbojet for fitting to an airplane, the thrust reverser comprising:

- two doors displaceable between an open position and a closed position of the reverser, each of said doors being controlled by a respective electronic control unit; and
- at least one sensor per door measuring at least one item of position data concerning said door, said at least one sensor of each door being connected to said electronic control unit which controls said door in order to transmit said door position data thereto, said electronic control units being connected to each other in order to exchange said position data;

the reverser further comprising a full authority digital engine control (FADEC) having two channels each connected to both electronic control units in order to receive the position data from each of the doors from said electronic units together with data concerning the operating state of each of said electronic units, said channels being connected to each other so as to exchange said door position data and said electronic unit state data so that the airplane pilot is continuously informed about the positions of said doors and the states of said electronic units, even in the event of one of said electronic units breaking down and one of said FADEC channels breaking down.

Claim 2 (Original): A thrust reverser according to claim 1, wherein each door is displaceable under drive from at least one control actuator, said reverser including, for each door, a first sensor located at said at least one control actuator so as to measure the position of said control actuator.

Claim 3 (Original): A reverser according to claim 2, wherein said first sensor continuously measures the position of said control actuator.

Claim 4 (Original): A reverser according to claim 2, wherein each door is associated with a mechanical blocking device serving to ensure that said door is held in position, said reverser including, for each door, a second sensor measuring data concerning the state of said mechanical blocking device.

Claim 5 (Original): A reverser according to claim 4, wherein each door is associated with an abutment locking device enabling said door to be held in position, said reverser including, for each door, a third sensor measuring data concerning the state of said abutment locking device.

Claim 6 (Currently Amended): A thrust reverser for a turbojet for fitting to an airplane, the thrust reverser comprising:

- two doors displaceable between an open position and a closed position of the reverser, each of said doors being controlled by a respective electronic control unit;
- means for measuring at least one item of position data for each door, said means for measuring being connected to said electronic control unit which controls said door in order to transmit said door position data thereto;
- means for exchanging said position data between said electronic control units; and
- a full authority digital engine control (FADEC) having two channels each connected to both electronic control means and having means for receiving position data for each of the doors from said electronic units together with data concerning the operating state of each of

said electronic units, and means for exchanging said door position data and said electronic unit state data between said channels.